Department of Transportation
and
Infrastructure Renewal

Annual Accountability Report

for the Fiscal Year

2011-2012

July 27, 2012

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1. Accountability Statement

The accountability report of the Department of Transportation and Infrastructure Renewal (TIR) for the year ended March 31, 2012, is prepared pursuant to the *Finance Act* and government policies and guidelines. These authorities require the reporting of outcomes against the Department of Transportation and Infrastructure Renewal Statement of Mandate for the fiscal year 2011-2012. The reporting of TIR outcomes necessarily includes estimates, judgments, and opinions by TIR's management.

We acknowledge that this accountability report is the responsibility of TIR's management. The report is, to the extent possible, a complete and accurate representation of outcomes relative to the goals and priorities set out in the Department's 2011-2012 Statement of Mandate.

(Original signed by)
Minister
Hon. Maurice Smith

(Original signed by)
Deputy Minister
Paul LaFleche

2. Message from the Minister

It is my pleasure, as the Minister of Transportation and Infrastructure Renewal (TIR), to present the Department's accomplishments for the fiscal year 2011-2012. The Department continued its efforts towards improving and expanding our roads and highways, helping to create good jobs, grow the economy, and sustain and strengthen our communities.

In Spring 2012, TIR released the third edition of the department's 5-year Highway Improvement Plan that included a report on all projects that were completed during the 2011-2012 construction season. Overall, 97% of all planned work was started or completed as scheduled, and in August 2011, TIR established a chip seal crew to protect Nova Scotia's investment in paving. This initiative saved $2.2 million which was reinvested in highway infrastructure.

Investment continued in the expansion of the 100-series highway system. TIR completed upgrades and repaving of trunks and routes across the province, and increased the use of seal coats, thin lift overlays, and other pavement preservation techniques.

TIR also continued the implementation of a comprehensive Salt Management Strategy to reduce the impact on the environment and to improve the cost effectiveness and safety benefits of road salt by using the right amount of salt at the right time in accordance with winter service standards. Work continued to expand the use of pre-wetting capacity to improve the overall effectiveness of the salt once it is placed on the road.

In 2011, the target for completing 120 commercial vehicle inspections per staff was exceeded, with officers averaging 130 inspections each. The number of Level 1 inspections increased by 19% over 2010.

TIR continued to identify and implement measures to increase the energy efficiency of government owned buildings, implementing green building and other environmental sustainable measures in building design, construction and operations. In 2011, all but two buildings owned and operated by TIR had achieved BOMA BESt certification; three new buildings were targeted for LEED Silver certification, and five new buildings were targeted for LEED Gold.

I know TIR has a strong, dedicated and hard-working workforce and I would like to commend all employees on the 2011-2012 accomplishments and offer my ongoing support for 2012-2013. I look forward to leading the Department as we provide quality and effective services to government clients and all Nova Scotians.

(Original signed by)
Minister
Hon. Maurice Smith

3. Financial Results

Program & Service Area	2011-2012 Estimate ($ thousands)	2011-2012 Actuals ($ thousands)	Variance ($ thousands)
Departmental Expenses			
Senior Management	913	853	(60)
Corporate Services Unit	3,384	2,774	(610)
Policy and Planning	1,219	1,276	57
Highway Programs	350,045	344,306	(5,739)
Public Works	64,801	59,644	(5,157)
Total Departmental Expenses	**420,362**	**408,853**	**(11,509)**
TCA Purchase Requirements	**321,305**	**309,665**	**(11,640)**
Provincially Funded Staff (FTE's)	**2,137**	**2,086**	**(51)**

Budget 2011-2012 to Actual Variance –

Under spending in Highway Programs was primarily the result of:

- Mild winter resulting in Snow Removal and Ice Control being underspent by $2.5 million.
- Departmental administrative and operational savings resulting in a $2.0 million decrease.
- Lower than expected capital project spending resulting in a $6.7 million decrease in amortization expense.
- Public Works & Special Projects were underspent by $4.8 million.

These reductions were partially offset by a $4.5 million increase in Highway and Bridge spending related to the damage inflicted by storms and increased third party, recoverable maintenance work.

Reduction in capital spending (TCA) occurred in both the highway and public works sections of the capital budget:

- Highway, Bridges and Fleet underspent by $6.8 million primarily in asphalt, substructure, and bridges; these savings were used to offset increased spending in land, repaving, and equipment.
- Public Works underspent by $4.9 million. The largest variance from budget occurred on the following projects:
    - Northeast Nova Correctional Centre - $10.3 million underspent
    - Provincial Medical Examiner's Office - $591 thousand underspent

  The reasons for the under expenditures are timing delays in finalizing the program requirements, design delays and/or construction delays.

  These savings were offset by increases in other capital projects:

    - Bridgewater Provincial Building - $878 thousand
    - Provincial Data Centre - $515 thousand
    - Wood Street Treatment Centre - $2.14 million
    - Pictou Justice Centre - $325 thousand
    - Building Energy Retrofits - $1.447 million
    - AgriTech Park Building - $743 thousand

4. Measuring Our Performance

AN ACCEPTABLE LEVEL OF ROADWAY MAINTENANCE

One of the measures for a desired outcome of roadway maintenance is monitoring the results of pavement deficiencies and traffic line paintings which have deficiencies in all four districts of the province. The next Road Condition Survey will be conducted in 2012-2013[1].

What Does This Measure Tell Us?

Lower results in square meters of pavement deficiencies per center-line kilometers indicate that pavement deficiencies are more acceptable and high results show that improvements could be made to roadway maintenance. Lower percentage of traffic line painting indicates lower deficiencies of traffic line painting.

Where Are We Now?

Pavement Deficiencies

The Central District was the only district with improvement to pavement deficiencies in 2008-2009; other districts increased their pavement deficiencies, with the Western District presenting the largest increase (576m^2).

Traffic Line Painting

The Western District decreased traffic line painting deficiencies by 37 percentage points in 2008-2009, compared to 2006-2007. The Eastern District increased traffic line painting deficiencies by 19 percentage points, while both Northern and Central districts decreased their deficiencies by 7 and 13 percentage points respectively.

Nova Scotia District	Pavement Deficiencies per center-line kilometers			Traffic Line Painting		
	2004-2005	2006-2007	2008-2009	2004-2005	2006-2007	2008-2009
Central	1,022 m^2	1,624 m^2	1,580 m^2	47%	47%	34%
Northern	1,411 m^2	1,748 m^2	1,823 m^2	11%	13%	6%
Eastern	844 m^2	996 m^2	1,088 m^2	36%	26%	45%
Western	1,347 m^2	1,304 m^2	1,880 m^2	41%	51%	14%

Source: Road Condition Survey, Provincial Highway System

TIR continues to work on strategic activities to provide a transportation network for the safe and efficient movement of people and goods.

[1] Due to minimal changes in the variables measured in the road condition survey within the two-year time frames, the survey was postponed until the Summer of 2012.

Priority
Continue to upgrade Trunk 4 between Sydney and St. Peter's and the repaving/widening of the Cabot Trail.

Accomplishments

- Two tenders were called for Trunk 30 (Cabot Trail) and one for Trunk 4 as part of the upgrading of the two trunk roads. The work was completed in the 2011 construction season.

Priority
Continue to increase funding for the use of seal coats, thin lift overlays, and other pavement preservation techniques.

Accomplishments

- An increased funding level has been provided for pavement preservation applications such as seal coats and thin lift overlays, with $27.6 million in pavement preservation tenders issued in 2011-2012.

Priority
Establish an in-house chip seal crew in the 2011 construction season.

Accomplishments

- Equipment for the chip seal crew was purchased in Spring 2011. The crew became operational in August 2011 and was active until the end of the season near the end of October 2011.
- The in-house chip seal program saved the Province more than $2 million on tenders during the 2011-2012 construction season.

Where Do We Want To Be?

Our target is to improve the results of the Road Condition Survey each year the survey is conducted; and by 2012, ensure the square metres of deficiencies do not increase.

The identification of gaps between the level of targeted results and what was achieved reveals pavement deficiencies areas that need to be improved to achieve an acceptable level of roadway maintenance. Through incremental improvements to roadway maintenance and by communicating the department's limitations TIR can work toward addressing these gaps in levels in a systematic manner.

IMPROVE MORE ROADS IN MORE COMMUNITIES

The 5-year Highway Improvement Plan includes a commitment of highway capital funding to pavement preservation. This funding is directed to improving paved roads before they become severely damaged and require costly repairs. This approach will help make sure available funding is used in a more efficient and effective manner. Moving from a 'worst first' to a more balanced approach that includes pavement preservation will increase both the overall condition of the highway system, and the number of kilometers repaired in any given year.

What Does This Measure Tell Us?

This measure tells us what percentage of planned work for a construction season was actually completed. Calculated using the number of planned approved work completed at end of a construction season in a year, divided by the number of planned approved work for that year in the 5-Year Highway Improvement Plan, multiplied by 100.

Major construction work, asphalt, and bridge replacement/rehabilitation work are as identified in the 5-year plan:

- ✓ Major construction includes 100 series highways construction and expansion;
- ✓ Asphalt is broken out into repaving of 100 series highways, repaving Arterial/Collectors (i.e., trunks and routes), repaving local roads, pavement preservation, and paving subdivision roads;
- ✓ Bridge Replacement/Rehabilitation includes major bridge projects, other bridge projects, and bridge rehabilitation work.

The difference between Major Bridge Projects and Other Bridge Projects is the dollar value; major bridge projects include any bridge replacement that is $2 million or more; other bridge projects are capital work meeting the threshold of $250,000 and under $2 million.

Where Are We Now?

In the last year, 100% of planned work was started or completed for 9 of the 12 categories. During the 2011-2012 fiscal year several bridge projects were delayed due to delays caused by design requirements, land acquisitions, or permits not being approved.

5-Year Highway Improvement Plan					
Planned Work	**% Started* or Completed Work**				
	Base Year 2010-2011	**2011-2012**	**2012-2013**	**2013-2014**	**2014-2015**
Major Construction Projects					
100 Series Expansion	100%	100%			
Construction 100 Series	100%	100%			
Construction on Arterial and Collectors	100%	100%			
Asphalt					
Repaving 100 Series Highways	100%	100%			
Repaving Arterial/Collectors	100%	100%			
Repaving Local Roads	100%	100%			
Pavement Preservation	100%	100%			
Paving Subdivision Roads	100%	100%			
Bridges					
Major Bridge Projects	100%	83%			
Other Bridge Projects	86%	86%			
Bridge Rehabilitation	100%	92%			
Additional Projects Moved Forward					
Various Repaving & Bridge Projects	n/a	100%			
Total	**99%**	**97%**			

Source: 5-year Highway Improvement Plan released each year following the Legislature's approval of the Highway Capital Budget.

* "Started" refers to multi-year projects not intended to be completed within one construction season

Priority

Update and implement the plan for the next 5 year period.

Accomplishments

- The first 5-Year Highway Improvement Plan was completed and available on the Department's website in December 2010.
- Each year the plan is updated and a report is generated on the status of projects completed in the current fiscal year.
- The 2011-2012 status report was included in the 2012-2013 edition of the 5-Year Plan that was posted on the Department's website in Spring 2012.

Where Do We Want To Be?

Our ultimate target is to achieve 100% completion of annual projected work.

HIGHWAY INFRASTRUCTURE THAT SUPPORTS ECONOMIC GROWTH

The condition of our highway system plays a key supporting role in the development of the provincial economy and is measured using an International Roughness Index (IRI). IRI measures the average level of pavement roughness for 100-series highways (i.e., the riding comfort of 100-series highways).

What Does This Measure Tell Us?

IRI is measured on an increasing scale, where IRI = 1.00 would be new pavement, and IRI = 5.00 would be rough older pavement. An IRI value of 1.6 or below for 100-series highways is considered good according to the *National IRI Survey – 2001*. The level of riding comfort on 100-series routes reflects highways' contribution to increased economic development by enabling industry to access new resources, facilitating the transport of raw materials and finished goods, and providing mobility for workers and consumers to reach the work place and market place.

Where Are We Now?

The riding comfort on our 100-series highways has improved. The IRI has been consistently below the target of 1.60, decreasing from a high of 1.41 in 2005, and currently at 1.25 in 2011.

The percentage of 100-series highways with an average IRI below 1.80 was 99.4% for 4 of the last 7 years, and is currently at 99.3% in 2011.

Supporting economic growth – IRI Level

IRI Level	2005	2006	2007	2008	2009	2010	2011
Average IRI for the entire 100-series highways	1.41	1.37	1.37	1.30	1.28	1.20	1.25
% of 100-series highways with average IRI below 1.80	99.4%	96.9%	97.0%	99.4%	99.4%	99.4%	99.3%

Source: Data produced by Automatic Road Analyzer (ARAN)

TIR continues to work on strategic activities to provide highway infrastructure that supports economic growth and make life better for families travelling our highways.

Priority

Continue to invest in infrastructure projects under the Base Funding Agreement and Build Canada Fund including the Stimulus Program.

Accomplishments

- The Stimulus Program was extended to March 31, 2012. The Provincial/Territorial-Base Funding continues until March 31, 2014 and Build Canada Fund continues until March 31, 2017.

- Examples of infrastructure projects include: Highway 101 Margeson Drive Interchange and Connector, Milford Station Railroad Overpass, and Little Bras d'Or Railroad Overpass – Highway 105.

Priority
Continue investment in expansion of 100-series highway system, through planning design and construction activities.

Accomplishments

- Highway 101, Halifax to Yarmouth
  - Construction of the three sets of passing lanes between Coldbrook and Kingston were completed, with the third and final section opened to the public on November 15, 2011.
  - The draft Environmental Assessment reports for twinning Three Mile Plains to Falmouth and Hortonville to Coldbrook were completed.

- Highway 103, Halifax to Yarmouth
  - Planning work continued on twinning Upper Tantallon to Hubbards including the proposed new Ingramport interchange.
  - Planning and design work on a new alignment between Broad River and Port Joli continued. The Environmental Assessment was approved on February 17, 2012, and clearing got underway. Aboriginal Consultation continued. Meetings were held with the Kwilmu'kw Maw-klusuaqn Negotiation Office KMKNO on November 28th, 2011, and January 11th and 20th, 2012.

- Highway 104, New Brunswick to the Canso Causeway
  - Construction continued on twinning from Pine Tree Road to Sutherlands River, with the Exit 27 Interchange and Structure being opened on November 14, 2011. Another tender was awarded to SW Weeks.
  - Construction continued on the new alignment from Addington Forks to Beech Hill Road with three tenders completed. Other work is underway with completion scheduled in Fall 2012.
  - Planning and design work on the new alignment from Beech Hill Rd to Taylor Rd continued in preparation for tender calls in 2012.

- Highway 105, Canso Causeway to Sydney
  - Construction continued on the Little Bras d'Or bridge replacement and the nearby railway bridge replacement. These are both scheduled to open June 2012.

- Highway 107, Burnside to Sackville
    - Planning and design work continued on the new alignment, and Aboriginal Consultation continued on this project. A meeting was held with the KMKNO on November 28th, 2011.

- Highway 125, in the Sydney area
    - Planning and design work continued on the twinning from Sydney River to Grand Lake Rd, the clearing was completed, and construction of the George St structure was completed.

Where Do We Want To Be?

By 2012, TIR will strive to maintain the following IRI for Nova Scotia 100-series highways:

- Maintain the average IRI for the entire 100-series highways below 1.60
- Maintain the target of a minimum of 95% of 100-series highways with an IRI value of <= 1.80 (This target is in place to offset the smoothing effect of averaging values for all 100-series highways, to ensure at least 95% compliance among all of the highways).

ACCEPTABLE LEVEL OF VEHICLE COMPLIANCE

The April 2009 Report of the Auditor General describes the performance audit to determine whether truck safety, inspection, audit and enforcement programs are adequately designed and implemented to mitigate risks to public safety by Transportation and Infrastructure Renewal (TIR) and Service Nova Scotia and Municipal Relations (SNSMR). Two recommendations of the report were to:

- increase the number of commercial vehicle safety inspections (CVSA); and
- increase the hours of operation of the Vehicle Compliance Stations.

Provincial legislation associated with this program includes *Dangerous Goods Transportation Act, Motor Carrier Act, Motor Vehicle Act*, and the *Public Highways Act*. The Division completes CVSAs to comply with a Federal Funding Agreement between TIR and SNSMR. TIR conducts the inspections; SNSMR is the record keeper and holds the National Safety Code for Nova Scotia. Commercial vehicles include trucks weighing in excess of 4,500 kg when travelling on highways in Nova Scotia.

What Does This Measure Tell Us?

The measure tells us the average number of CVSA's completed per vehicle compliance officer (VCO) per calendar year, and the average number of hours that each Vehicle Compliance Station is open per week. Nova Scotia has five Vehicle Compliance Stations: at Kelly Lake, Enfield, Canso Causeway, and Amherst (inbound and outbound).

The average number of CVSA's per VCO per year is calculated using the total number of CVSA's for the year divided by the number of VCO's during that year. Their time will be counted accordingly (e.g., if they work six months of the year they will be counted as 0.5 of a VCO); if not certified, a VCO will not be counted until certification is issued.

The weekly average hours of operation will be calculated from the weekly statistics, totaled for the year and divided by 52 weeks per each of the 5 vehicle compliance stations to get the average for the year by vehicle compliance station.

Where Are We Now?

In 2011, three of the five vehicle compliance stations met and surpassed the target of 100 average weekly hours of operation per station, ranging from 101 to 103. All current staff averaged 130 inspections each, exceeding the goal of 120 inspections per officer by 8.3%.

Vehicle Compliance Station	Base Year 2010	2011	2012	2013	2014
Kelly Lake	67 hrs	62 hrs			
Enfield	64 hrs	69 hrs			
Canso Causeway	103 hrs	103 hrs			
Amherst inbound	92 hrs	101 hrs			
Amherst outbound	76 hrs	103 hrs			

Average number of Level 1 CVSA's completed each year per VCO

Year	2010	2011	2012	2013	2014	2015
CVSAs	117	130				

Priority
Continue to increase the number of commercial vehicle inspections completed.

Accomplishments

- The target to complete 120 inspections per staff was exceeded, with officers averaging 130 inspections each.
- There were over 4300 Level 1 inspections completed in 2011, an increase of approximately 19% over 2010.

Priority
Increase the hours of operation of vehicle compliance stations.

Accomplishments

- There is an expectation of 100 hours per week per compliance station. Auld's Cove, Amherst Inbound, and Amherst Outbound are consistently exceeding this goal.
- Enfield and Kelly Lake were understaffed in 2011. Plans are underway to hire new VCO's.

Where Do We Want To Be?

By 2015, TIR will aim to meet the following targets:

- increase the average weekly hours of operation of vehicle compliance stations to 100 hours per week.
- maintain or exceed the average number of commercial vehicle inspections to 120 CVSA's, per VCO, per year

IMPROVE HIGHWAY SAFETY

TIR is working toward the outcome of "improving highway safety" through various programs and initiatives. TIR adopted the *Road Safety Vision 2010* as a measure of roadway safety benchmarks over time. The Department compares the average period 1996 to 2001 with annual base average period 2008 to 2010 with respect to total number of fatalities and serious injuries that occur as a result of traffic collisions during that period.

In September 2010, the Council of Ministers Responsible for Transportation and Highway Safety endorsed the *Road Safety Strategy (RSS) 2015*, which succeeds the *Road Safety Vision 2010*. The Road Safety Strategy does not include hard percentage based, but seeks to achieve directional downward trends in fatalities and serious injuries throughout its five-year duration. Downward trending will be measured using rate-based measures.

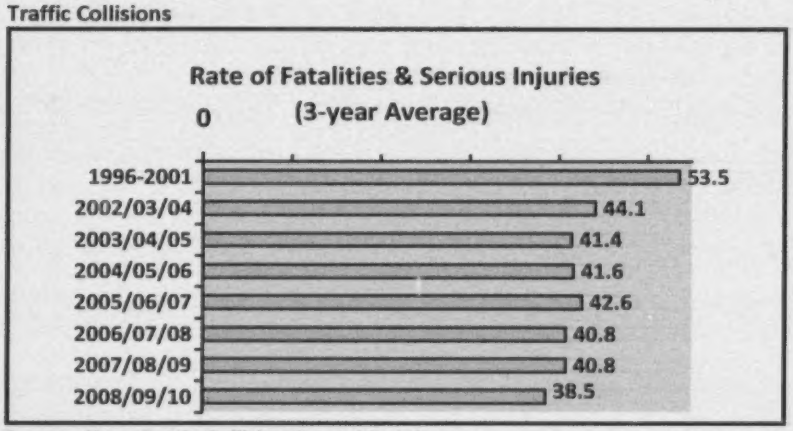
What Does This Measure Tell Us?

The casualty rate is calculated per 100,000 population and is reported on a three-year rolling average. Casualty rates are impacted by driver behavior, vehicle safety, enforcement, education, and engineering programs. The casualty rate is used by TIR as an overall indicator of how well government's programs are contributing to highway safety. A change in the casualty rate may be caused by any one or a combination of the factors listed. TIR is directly responsible for highway engineering initiatives and assumed responsibility for driver and vehicle rule making late in 2003-2004.

Where Are We Now?

The three-year average rate has consistently been lower than the initial year the data was tracked. The average rate of fatalities and serious injuries, per 100,000 population, for 2008/09/10 was 38.5.

Traffic Collisions



Source: Nova Scotia Collision Record Database.
Data for 2009/10/11 were not available at time of report writing.

TIR continues to work on strategic activities to improve highway safety through various programs and activities.

Priority
Continue implementation of the rumble strips program.

Accomplishments

- Shoulder rumble strips continued to be installed along 100-series highways per policy guidelines.
- Shoulder rumble strips were added to 71.6 kms of 100-series highways, and 39.4 kms of centre line rumble strips were added to Highway 103, during the 2011-2012 construction season.

Priority
Continue the in-service road safety reviews.

Accomplishments

- The Department continued to conduct in-service road safety reviews when requested by District staff. There were 3 reviews conducted in 2011.

Priority
Develop a 5-year Road Safety Action plan for Nova Scotia.

Accomplishments

- A stakeholder consultation took place in September 2011 to review and validate work on the action plan to date. Following the stakeholder consultation, key road safety priority areas were identified and were approved by the Road Safety Ministers (Departments of Health & Wellness, Justice, Service Nova Scotia & Municipal Relations, and Transportation & Infrastructure Renewal). Work continued on the identification of initiatives based on these priorities.

Priority
Continue the Road Safety Advisory Committee to provide advice to government around road safety initiatives.

Accomplishments

- The Road Safety Advisory Committee (RSAC) continues to meet regularly. A funding proposal application, as well as evaluation criteria, has been developed to address requests for funding.

Priority
Continue with policy analysis of road safety issues.

Accomplishments

- Staff continued to conduct policy analysis and prepared reports and recommendations addressing road safety issues. Some examples include:
    - Continued development of the 5-Year Road Safety Action Plan
    - Amendments to the *Motor Vehicle Act* to provide clarity with respect to the speed limit in school areas
    - New bicycle safety legislation (enacted June 1, 2011)
    - The 2011 Nova Scotia Road Safety Survey

Priority
Enhance bridge inspection program.

Accomplishments

- The Department continued to seek suitable Bridge Inspector candidates to fill new Bridge Inspector positions.
- Development began on a new Structure Information System to keep track of all bridge inspections and other data on the 4,300 provincial bridges.

Where Do We Want To Be?

Our ultimate target was to achieve a 30% reduction in the rate of fatalities and serious injuries by 2008/09/10 compared to the average period 1996 to 2001. A decrease of 28% was achieved.

ENERGY EFFICIENT AND SUSTAINABLE BUILDINGS

TIR provides energy efficient and sustainable buildings to meet the guidelines of the Government's green policy for buildings. As part of the ongoing collaboration between the Public Works departments across Canada, TIR agreed to endorse and support sustainable "green" building design and to use Leadership in Energy and Environmental Design (LEED) as the tool to measure the degree to which each design meets the goal of achieving sustainable "green" building design.

What Does This Measure Tell Us?

The LEED Green Building Rating System is a measurement system that assigns credit points for sustainable building initiatives in the design and construction phases. There are four levels of LEED certification: Certified, Silver, Gold, and Platinum (depending on the total number of points the building scores from a total of 62 points). LEED certification is only received after construction is completed.

Where Are We Now?

In 2005-2006, a program was started that provides simulated energy performance for LEED certification, with the goal that 100% of all new buildings would be designed and constructed to LEED standards, where applicable. TIR has applied for LEED Silver Certification for 21 buildings. In April 2008, Sir John A. MacDonald High School building was the first new building to achieve LEED Silver Certification. The Rankin School of the Narrows, was LEED Certified on April 26, 2010; the target for this building was Certified, not Silver Certified, because it pre-dated the Silver target.

LEED Certification Initiatives

LEED Certification	2004-2005		2005-2006		2006-2007		2007-2008		2008-2009		2009-2010		2010-2011	
	%	#	%	#	%	#	%	#	%	#	%	#	%	#
New buildings designed to achieve LEED Certification	66	4	100	4	100	5	100	6	100	1	100	2	100	4
Any LEED Certification	50%	2	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a
a) New buildings that received LEED Certification	-	1	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a
b) New buildings that received LEED Silver Certification	-	1	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a
c) New buildings that received LEED Gold Certification	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a

Source: Public Works Construction and Design projects database and Canadian Green Building Council's (CaGBC) certification process
Note: n/a = not available

TIR continues to work on strategic activities to provide energy efficient and sustainable buildings to meet the guidelines of the Government's green policy for buildings.

Priority
Design and construct all new buildings to achieve Leadership in Energy and Environmental Design (LEED) Silver Certification, where LEED certification is applicable.

Accomplishments

- Where applicable, recent building construction projects under the jurisdiction of TIR, are being designed and constructed to a minimum LEED Silver standard.
- LEED Silver is being targeted for the following:
    - Design In Progress:
        - The new Northeast NS Correctional Facility - Pictou County
    - Construction Completed:
        - Lakeview Elementary School - Porters Lake
        - The Atlantic Centre for Agri-Innovation - Truro

Priority
Target some design and construction for new buildings to LEED Gold Certification standards.

Accomplishments

- TIR will be seeking LEED Gold Certification, where appropriate, on future building construction projects.
- LEED Gold is being targeted for the following:
    - Design In Progress:
        - South Queen's Middle School - Liverpool
    - Construction Underway:
        - Yarmouth Memorial High School
        - Bedford High School
        - NS Medical Examiner's Facility – Dartmouth
    - Construction Completed:
        - Lunenburg P-9 School (March 2012)

Where Do We Want To Be?

TIR's ultimate target is that all new buildings be designed to LEED certification standards, where applicable.

ENERGY EFFICIENT AND SUSTAINABLE BUILDINGS

Another outcome of "Energy Efficient and Sustainable Buildings" is to provide energy efficient and sustainable buildings in order to meet the guidelines of the Government's green policy and decrease energy consumption in all new government buildings and major renovation projects.

What Does This Measure Tell Us?

This measure provides a comparison of simulated energy performance data to actual energy performance for new buildings and major renovation projects.

Where Are We Now?

The actual energy data used for comparison purposes is provided by outside agencies and therefore, not always available for measurement purposes. Based on the data available, in 2003 the actual energy performance of four out of five (80%) buildings met or exceeded the theoretical energy performance. The actual energy performance of six out of seven (85.7%) buildings met or exceeded the theoretical energy performance in 2004[2].

TIR continues to work on strategic activities to provide energy efficient and sustainable buildings to meet the guidelines of the Government's green policy for buildings and decrease energy consumption in all new government buildings and major renovation projects.

Priority

Continue to identify and implement measures to increase the energy efficiency of government owned buildings.

Accomplishments

- Energy Improvement Measures continue to be assessed, designed, and implemented. Energy efficient lighting retrofits in smaller TIR owned provincial government buildings are proceeded in all regions in partnership with Efficiency Nova Scotia.
- TIR partnered with the Department of Community Services, the Department of Health and Wellness, the Nova Scotia Community College, Trade Centre Ltd., and Innovacorp to implement energy improvement measures public housing, hospitals, and crown corporations.

Priority

Continue to implement green building and environmentally sustainable measures in building design, construction and operations, such as LEED for new buildings, BOMA BESt[3] for existing buildings, and initiatives to improve operations in existing buildings.

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[2] It is anticipated that data from 2005 onward will be compiled in 2012-2013.

[3] BOMA BESt (Building Environmental Standards) is a national program launched in 2005 by BOMA Canada to address an industry need for realistic standards for energy and environmental performance of existing buildings based on accurate, independently verified information.

Accomplishments

- All TIR core buildings (buildings owned and directly operated by TIR) except Government House and Prince's Lodge, have achieved BOMA BESt certification.
- Two additional buildings, Kentville and Liverpool Department of Community Services, were also certified.
- BOMA BESt building scores ranged from 61% to 83% with 4 buildings certified, 22 buildings at Level 2 and 5 buildings at Level 3.

Where Do We Want To Be?

The annual target is to have 90% of actual results consistent with theoretical results. The percentage is targeted to increase to 95% (or more) by 2012.

HIGH AVAILABILITY OF "UPTIME"

Another Public Works' main activity is public safety and radio communications. One of the goals of the Department is to ensure that there is a high availability of "uptime" for the public safety network field communications for public safety organizations (such as police, fire and ambulance) in Nova Scotia.

What Does This Measure Tell Us?

Uptime is the percentage of time the site is available to process local and multi-group radio calls. Network availability, or "uptime", is determined by reviewing performance reports for each of the system's 69 tower sites. Each site's "service availability percentage" (i.e., the percentage of time the site is available to process local and multi-group radio calls or "uptime") is measured monthly in total hours (not including site outages as the result of planned maintenance work).

Where Are We Now?

The Department had network "uptime" above the target in three of the past seven years and in 2011, uptime was just under the target of 99.90%, at 99.83%.

Supporting Common Services to Government

Uptime Service Availability	2005	2006	2007	2008	2009	2010	2011
% of uptime (i.e., time the tower sites are cumulatively available to process local and multi-group radio calls)	99.96%	99.73%	99.96%	99.94%	99.74%	99.87%	99.83%

Source: Monthly performance reports, Trunk Mobile Radio System

TIR continues to work on strategic activities to provide quality and effective common services to government departments, agencies, boards, and commissions.

Priority

Continue with the RFP process for the procurement of a Maritime Regional Interoperable Radio Communication system.

Accomplishments

- The procurement process was cancelled in January 2012. An alternative plan is now being developed for a long term mobile radio system.

Where Do We Want To Be?

The annual target is to have 99.90% or above network availability.

OTHER ACCOMPLISHMENTS

In addition to the Department's accomplishments noted above:

- In 2011, Gary Campbell, President of Nova Scotia Lands Inc., became the fifth TIR-connected winner of the annual Premier's Award of Excellence. As president of Nova Scotia Lands, Gary oversees the clean-up and redevelopment of the former Sydney Steel Plant property. This includes honouring the Government's commitment to provide employment opportunities for former steelworkers.
- Head office receptionist Heather-Anne Gillis won a Bonjour! Award for Excellence for Service in French to the Public. This award is given annually by Acadian Affairs to an individual or group that shows exemplary service in delivering French language service to the public.
- The Department presented the TIR Carrick (CLASS Act) Awards at the 2011 Employee Spring Conference. CLASS is an acronym standing for Creativity, Leadership, Above the Call of Duty, Safety, and Service. These awards are intended to recognize the good work of TIR staff. Award winners were:
    - **Creative Thinking Through Innovation and Resourcefulness**
        - *Will Crocker – Milford Underpass Replacement*
    - **Leadership**
        - *Meat Cove Restoration Team: Steve MacDonald, Kim MacDonald, Nelson Dixon, Eugene Fraser, John MacPhee, Francis Smith, and Gerald Wright*
    - **Above and Beyond the Call of Duty**
        - *Thomas Campbell and Travis Briand – English Town Ferry Rescue*
    - **Safety in the Workplace: John Green**
        - *Christopher Holmes – MSDS Database for Western District Hazardous Material Inventory*
    - **Service to Clients and /or the Public**
        - *Heather-Anne Gillis – Exemplary Service*

Appendix A – Public Interest Disclosure of Wrongdoing Act (PIDWA)

Annual Report under Section 18 of the *Public Interest Disclosure of Wrongdoing Act*

The Public Interest Disclosure of Wrongdoing Act was proclaimed into law on December 20, 2011.

The Act provides for government employees to be able to come forward if they reasonably believe that a wrongdoing has been committed or is about to be committed and they are acting in good faith.

The Act also protects employees who do disclose from reprisals, by enabling them to lay a complaint of reprisal with the Labor Board.

A Wrongdoing for the purposes of the Act is:

a) a contravention of provincial or federal laws or regulations
b) a misuse or gross mismanagement of public funds or assets
c) an act or omission that creates an imminent risk of a substantial and specific danger to the life, health or safety of persons or the environment, or
d) directing or counselling someone to commit a wrongdoing

Table A.1
The following is a summary of disclosures received by the Department of Transportation & Infrastructure Renewal:

Information Required under Section 18 of the Act	Fiscal Year 2011-2012
The number of disclosures received	Nil
The number of findings of wrongdoing	
Details of each wrongdoing (insert separate row for each wrongdoing)	
Recommendations and actions taken on each wrongdoing (insert separate row for each wrongdoing)	